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Application No. 10/634,918
Reply to Office Action
August 29, 2006

Amendments to the Claims:

The following listing of claims replaces all prior versions, and listings, of claims in the application:

Listing of Claims:

- 1-11. (canceled)
12. (withdrawn) A two-stroke cycle engine, comprising:
a scavenger passage which connects a scavenging port on the side of the cylinder to the crank chamber inside the crankcase, and goes through the mounting surface where the cylinder and crankcase are attached to each other;
and
a removable guide with a surface forming a curved smooth channel which is attachable to said scavenger passage in the crankcase from the mounting surface, and forms a portion of said scavenger passage with the curved channel.
13. (withdrawn) A two-stroke cycle engine according to claim 12, wherein said removable guide comprises a positioning tooth which engages with the hole in the gasket for the mounting surface where the cylinder and crankcase are attached to each other.
14. (withdrawn) A two-stroke cycle engine according to claim 12, wherein said removable guide is fixed to the crankcase when a tooth engages in an indentation in the crankcase.
15. (withdrawn) A two-stroke cycle engine according to claim 12, wherein said removable guide has a depression in the mounting surface where the cylinder and crankcase are attached to each other.

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16. (withdrawn) A two-stroke cycle engine according to claim 12, wherein said removable guide is painted on.

17-18. (canceled)

19. (withdrawn) A two-stroke cycle engine according to claim 17, wherein said blow-up angle α varies in step fashion from a location nearer intake port (α_2) to said blow-up angle nearer exhaust port (α_1).

20-27. (canceled)

28. (currently amended) A two-stroke cycle engine, comprising:
a cylinder having a scavenging port and a scavenging passage communicating with the scavenging port; and

a crankcase including front and rear portions that are separated by a plane, which is at a right angle to a crankshaft and contains an axis of the cylinder, wherein the front and rear portions are attached to each other by fasteners, wherein a crankcase scavenging passage is formed inside a wall in each of the front and rear crankcase portions symmetrically with respect to said crankcase separating plane, wherein a crankshaft bearing part in each front and rear portion is formed within a diameter of the cylinder such that said front and rear portion scavenging passages are formed above the crankshaft bearing part and ~~lateral to the extended~~ and offset laterally from an extension line of the diameter of the bearing part, wherein the scavenging passage has a top opening ~~at above~~ a cylinder mounting surface and an outlet at the side of the crankcase at a right angle to the crankshaft with a microscopic gap between the opening and the end surface of the crank webs, wherein the scavenging passages of each of the front and rear portions are arranged to provide fluid communication between the scavenging passage of the cylinder and a crank chamber of the crankcase so as to allow a fuel-air mixture to flow from the crank chamber to the

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scavenging port, and wherein the cylinder is attached by fasteners to a mounting surface on the crankcase, and

an air supply chamber which is provided above the crankcase separating plane, intersects the plane and supplies air from an air cleaner to the scavenging passage of the cylinder.

29. (currently amended) A two-stroke cycle engine according to claim 28, ~~further comprising an air supply chamber which intersects the plane and supplies air from an air cleaner to the scavenging passage of the cylinder, and wherein a downstream side of said air supply chamber is connected to two branching air passages which are symmetric with respect to said crankcase separating plane, and wherein each of said branching air passages is connected to middle portions of the scavenging passage of the cylinder.~~

30. (previously presented) A two-stroke cycle engine according to claim 28, wherein the cylinder includes a second scavenging port and a second scavenging passage communicating with the second scavenging port, wherein the two scavenging passages of the crankcase are connected to the two scavenging passages of the cylinder, respectively, to provide fluid communication between the scavenging ports of the cylinder and the crank chamber of the crankcase so as to allow a fuel-air mixture to flow from the crank chamber to the scavenging ports, and wherein the scavenging passages of each of the cylinder and crankcase are arranged symmetrically along a front-to-rear plane of the engine.

31. (canceled)